CN keeping track

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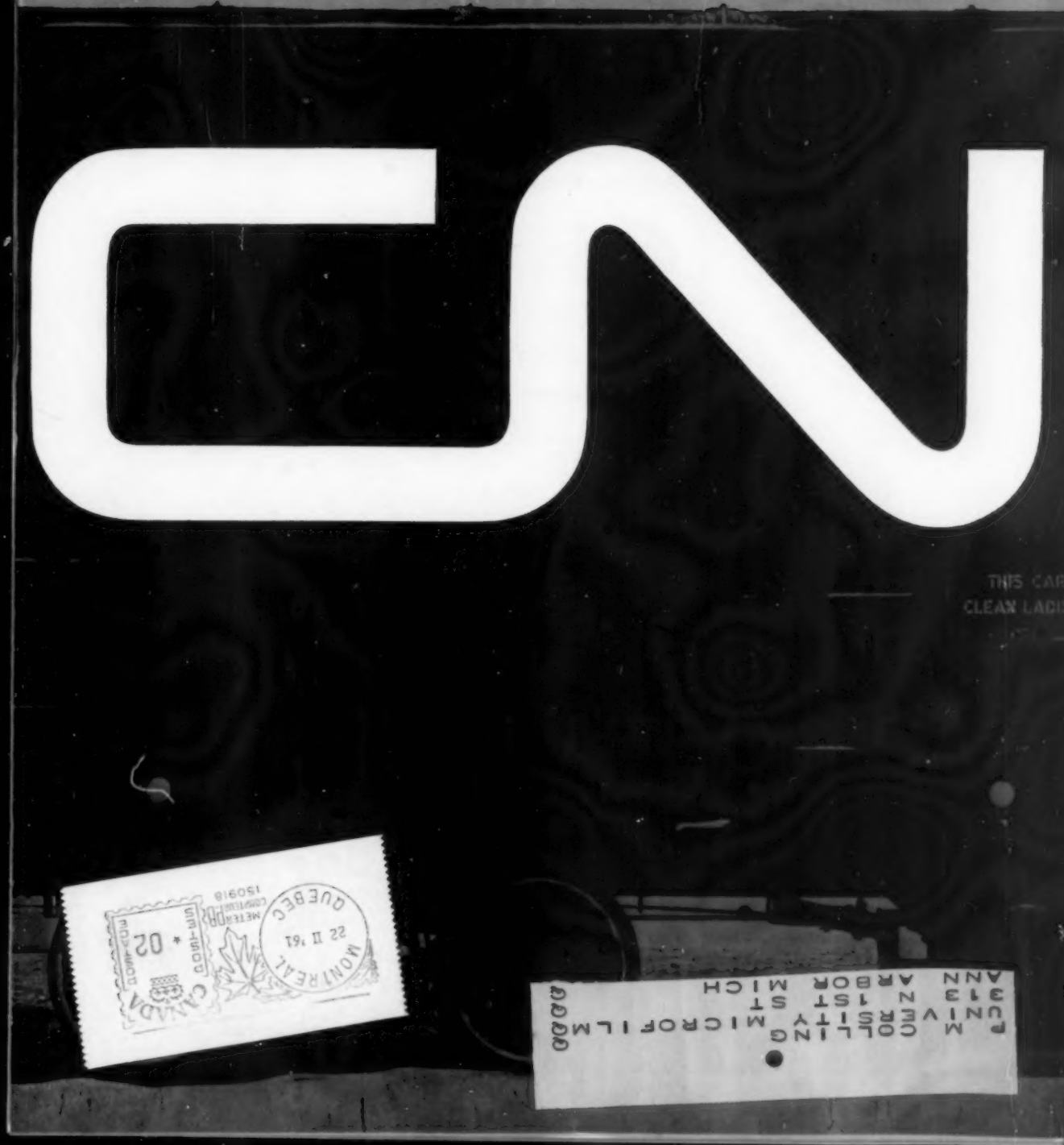

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The birth of a symbol

Now that the new Canadian National symbol is beginning to appear on the company's rolling stock, motor vehicles and printed matter, one young Canadian feels a particular sense of achievement. ■ He is Allan R. Fleming, creator of the symbol, and one of Canada's most talented designers. At 30 a vice president of the Toronto typographic firm of Cooper and Beatty, Ltd., Fleming has in little more than four years amassed a list of awards in international design competitions as long as his arm. ■ Although he had never before handled a project of the magnitude of the CN redesign program, Fleming seemed a logical choice to Chief Designer James Valkus for the job of developing a modern and durable new trademark for Canadian National. It was a formidable job. ■ "After I was appointed," Fleming said, "the first thing I did, in company with James Valkus, was to sit down with railway officials and discuss railway problems — external as well as internal. ■ It was out of these discussions that there first emerged an indication of what areas should be investigated, and what areas, equally important, should **not** be investigated. ■ Such things, for instance, as literal or drawn symbols were **out**. Not only because it is incongruous to see a maple leaf travelling by at 70 miles an hour, but also because a peculiar thing happens with a trademark. ■ If you do, say, a literal drawing in 1944 of an object — even a plant leaf — that symbol looks in 1954 as if it was drawn in 1944. ■ In other words, the drawing retains the quality of the period in which it was done. You yourself have experienced this. If you look at a cartoon from the 19th century it looks just like that — a 19th century cartoon. ■ Any literal drawing in a symbol would become dated. After five, ten or fifteen years that symbol would have to be revised once again. ■ In fact, CNR itself has had that history up to now — of constantly revising its trademark, bit by bit — and every time it has been revised the one before it is out of

New Haven Railroad

Cattle Brand

Red Cross

Latin Cross

Volkswagen

15th Century Merchant's Mark

International Harvester

Alchemist's Symbol

United Van Lines

Alchemist's Symbol

The symbols in the column above range over the centuries.
Only one, the cross, can be identified with a specific period.
Their readily recognizable blood brothers on the left, like the new CN symbol across the page, have the same quality of timelessness.

date and it costs a lot of money and a lot of hard work to keep ahead of the game." ■ In reality, insists Fleming, you're never ahead of the game. With a pictorial symbol you're always that crucial ten or fifteen years behind the times, no matter how good the symbol looks to you at the time. ■ The aim in this case was to produce a symbol that would be expressive of the system as a whole — that would emphasize that Canadian National, in addition to being a railway, is many more things as well. A symbol that would readily lend itself to the needs of all the company's major divisions — railway, hotels, transport, communications, marine and so on. ■ So it was agreed at the outset that the symbol should contain the letters "CN" in some way. There was one other reason for the decision: the symbol should be bilingual. ■ "With the 'R' tacked on the end," says Fleming, "the design problem would have been immensely complicated. In fact, the symbol would have to be changed completely to have meaning in French Canada. ■ I worked with these characters 'C' and 'N' night and day, endlessly it seemed at the time, slowly investigating possible solutions and discarding them, one by one. ■ In the meantime, other phases of the program could not be progressed, because in many cases the symbol would be the 'guts' or the basic part of the design. ■ Close to deadline time I did come up with a solution I thought might work, but I still was not satisfied. ■ Then, without a word of exaggeration, about 15 minutes before deadline time the symbol you see on the front cover of KEEPING TRACK was done. I went, so to speak, right up to the 'eleven and three-quartereth hour.' ■ If someone who hadn't been involved in the field of design had seen me at work in those last frantic, feverish minutes, he might have said, 'What on earth does a designer do?' ■ It was all the agonizing days and nights of investigating and turning down that led up to the one that is right." Fleming realized that the trademark's simplicity was likely to surprise viewers at first sight. ■ He points out, however, that the trademark's very simplicity is one of its main assets, in terms of both its ability to last, and the ease and economy of its application to boxcars, stationery, glassware, etc. ■ "It must be seen in relation to objects and services which are associated with CN," he adds. ■ "Seen on trains, stations, trucks and other objects that are used by the company, the symbol takes on the full meaning of the system," he says. ■ "I tried to design a flexible symbol — a symbol that would say: 'Here is a gigantic modern system with all its various functions — something that is peculiar to the 20th century'." ■ To be fully effective, Fleming maintains, the symbol has to work just as well on a piece of hotel dinnerware as on a freight car. It has to represent the qualities of grace and good taste at one time, and "brute force" or power at another time. ■ A good trademark, he explains, often combines a variety of ideas and must be of simple design so that it may be applied in many sizes and ways with all the techniques of reproduction. ■ It must communicate quickly; be able to resist change; be legible, memorable, appropriate and original. A trademark's value lies in the fact that it fulfills a need for quick identification and can stand for a whole complex of associations which often would need many words to communicate. ■ CN's new symbol is almost deceptively simple. "At first glance," notes Fleming, "it seems to be nothing more than the letters 'CN'. But let's look at those two letters apart and then joined together. ■ Apart they are two separate letters — joined together they become a single line running from one point to another. This, as we worked on this problem, seemed to be the one thing common to the complete CN system: the movement of men, materials and messages from one point to another. ■ And what better way to symbolize this than a continuous line? In effect what you see before you is a route line that incidentally spells CN. ■ Solving the problem of identifying separate departments within the system becomes

Canadian designer Allan Fleming, creator of the new CN symbol.

CN

simply a matter of stating the function of the department below the CN symbol." ■ Fleming feels that the CN redesign project is one of the most important forward steps in the design field ever taken in Canada, because of the effect it will have on the public and other businesses. ■ "From the designer's point of view it's an immense jump ahead in Canada," he says. ■ "This design program, when it's carried into effect, will mean a major change in management policy toward design in this country. ■ To suddenly have the railway — here's the 'backbone of Canada', you know — taking this attitude toward design is bound to have an impact upon the whole field of industrial design in Canada. ■ I kept thinking of myself working on this project and I really felt a tremendous sense of responsibility. ■ I could just see myself 15 or 20 years from now sitting at a level crossing watching the cars go by and saying, 'Did I do that?' ■ I have to be able, 20 years from now, to sit there and be happy about it. ■ The fact that the railway took this step, and it's a big step, will ease the path of Canadian management throughout the country toward design. And I happen to feel that good design is a part of living, it affects everyday lives." And what of the trademark itself? ■ "I think the trademark will be the most practical one the railway has ever worked with," says Fleming. ■ "I think this symbol will last for 50 years at least. I don't think it will need any revision, simply because it is designed with the future in mind. Its very simplicity guarantees its durability."

Interview with Dr. Dowd

The promotion and maintenance of employee health is an important factor in the efficiency of Company operations. Sub-standard health reduces efficiency and increases operating costs. Recently Ken Culkin, supervisor of employee communications, asked Dr. K. E. Dowd, CN's chief medical officer, to explain the role of our company medical service.

Ken Culkin: Dr. Dowd, does the company take full responsibility for the health of its employees?

Dr. Dowd: No, the prime responsibility for the maintenance of personal health rests with each individual employee. Our company has for many years, however, given attention to employee health supervision through the services of the Medical Department.

Ken Culkin: In this activity what are the objectives you strive to attain?

Dr. Dowd: Our objectives are:

1. To assist in the conservation and improvement of employees' health.
2. To recommend placement of employees and prospective employees in work assignments compatible with their health.
3. To co-operate in the development of adequate, effective measures which prevent occupational disease and injury.
4. To provide or arrange for complete treatment of diseases and injuries arising from occupation.

Ken Culkin: What principle does your department follow in seeking its objectives?

Dr. Dowd: The Medical Department is designed to function within the generally recognized scope of occupational medicine and is an integral part of the community health resources.
The Company recognizes the importance of the personal physician-patient relationship and our Medical Service supplements but does not replace this relationship. Except in very limited and generally recognized areas, the service does not include treatment, this being the province of the private physician. The full support and understanding of all employees are necessary for the success of the health program.
Medical records are confidential (except as required by law) and are in the sole custody and control of Medical Department personnel.

Ken Culkin: Dr. Dowd, would you describe some of the activities of the medical department?

Dr. Dowd: Yes, indeed. One of our important activities is the development of policies regarding health and medical matters. The department is charged with providing pre-employment medical examinations of all applicants before they enter the service. We assist the employees in the maintenance of their health at an optimum level by providing facilities for periodic medical examinations. We advise management and employees in matters pertaining to health, safety and working conditions.

Ken Culkin: Anything else?

Dr. Dowd: Yes, the department must maintain adequate facilities and services for the early diagnosis of disease. We give medical attention to employees who are injured while at work, and we advise management, in co-operation with the Legal Department, in handling Workmen's Compensation and other personal injury claims matters.
In addition we provide palliative treatment and advice to employees suffering from non-industrial injuries or illnesses who are able to continue at work. Such employees are referred to their private physicians, if necessary, when continued professional care is indicated.
Regardless of where employees are disabled — either on or off duty — the Medical Department provides assistance in their rehabilitation.

Ken Culkin: It would seem that your department is a busy one, Dr. Dowd.

Dr. Dowd: It is indeed. We engage actively in research and studies in the field of preventive medicine as related to the maintenance of health of employees. The First Aid training of employees is conducted under our direction. They are trained in the proper methods of emergent first aid care and the provision of treatment with standardized first aid materials for this purpose.
And the maintenance of a satisfactory standard of sanitary conditions as a protection to the travelling public as well as to company employees is also one of our active fields. ■

Joint attack on a common problem

by James Muir

Discussion between CN officers and union leaders representing LCL freight and cartage employees began in Montreal in December to set the stage for a joint attack on a common problem — dwindling LCL freight traffic and the associated decline in the number of railway jobs.

The meetings were directly concerned with an experiment that is under way in Montreal to streamline express and LCL freight operations. However, the experiment is only part of a system-wide program designed to build business and save jobs.

In general, the plan is a vigorous approach to sales and service that involves the reshaping of the entire LCL and express operation as it has existed to date.

The ultimate aim of the plan is to offer the customer one efficient service at the right price for shipping anything from a two-pound parcel to a trailer load.

That is the broad picture, but it will not happen overnight. Nor will it happen everywhere at the same time. Actually, implementation of the program has been under way, little by little, for more than a year under the guiding hand of a group of people in the merchandise services section.

The section was established in April of 1959 with the specific assignment of "rescuing the LCL freight business." The need to "rescue" the business was obvious to management and employees alike. One need look no further than Bonaventure freight terminal in Montreal. During the past five years business has dropped off so sharply that an average of 50 jobs a year have been disappearing at the terminal. Then, of course, there is the experience of several United States lines which saw LCL freight business dry up altogether. Freight terminals were torn down to make way for other forms of business. No crystal ball was needed to find out where the traffic was going — it was going to highway carriers. The reason was also apparent. Truckers were giving customers express-type service on freight. In other words, trucking companies were offering fast pick-up and delivery service PLUS speedy over-the-road movement of freight. In effect, they have just about wiped out the differences between LCL freight and express.

When merchandise services went into operation in 1959, it faced several minus factors. The toughest was the existing method of moving LCL freight with cumbersome way-freight and terminal operations. It couldn't compete in either price or service with trucking competitors.

But the department also had several plus factors which could be used to bring the freight business back to the rails. These advantages were all wrapped up in five words: "integration of road-rail operations." In short, that meant reshaping LCL freight handling into an operation similar to express. It meant using trucks for fast pickup and delivery and short haul, and using the railway for fast, economical long haul. The combination would produce the necessary competitive formula of "fast service and the right price."

Merchandise services first concentrated on the Maritimes where, through the establishment of "railheads" and trucking routes, it has created the continent's most highly integrated rail-road operation.

Railheads, or distributing centers, were strategically located at such places as Campbellton, Moncton, Stellarton, Halifax and Edmundston. Trucks, many of them operating along former money-losing way-freight lines, run speedy transport services into and out of the railheads. Fully-laden trains handle the long haul to and from the railheads.

The results: the operation has not only stemmed the erosion of LCL traffic in the Maritimes, in many cases it has actually brought new business to the CN. For example, one new truck route started out making one trip each way. Before long, it had generated enough business to warrant two trips each way per day, and only last month a second truck had to be put into service to handle the swelling business.

The results in employment have also been encouraging. Despite the fact that 1960 was a recession year; despite the fact that railway operations in general suffered traffic decline and despite the fact that the Maritimes have been especially hard hit by the business recession, there have been no traffic layoffs in the railhead terminals. The traffic has stayed and so have the jobs. This one positive fact was foremost in the minds of union and CN representatives as they began to work out plans for their joint attack on dwindling traffic and disappearing jobs in Montreal. Merchandise services has outlined a positive program to streamline the LCL and express operation in Montreal. It's aimed at achieving speed, flexibility and attractive rates — three vital weapons in the battle for freight business.

The program involves changes — not only in the physical side of the operation, but also for the drivers and employees who handle the freight on and off trains and trucks. Old working rules and types of jobs must change to suit the new demands. The service will be flexible and a flexible group of employees is needed to make it work.

This is where the company and the employees are meeting on a co-operative level. Through their union representatives, the streamlining plan, as well as the need for it, was presented to them. One indisputable fact was recognized — that the changes are necessary if the company is to thrive and provide job security. Through negotiations, existing collective agreements must be amended to conform realistically to the new role the employees will be playing in the CN's effort to rebuild its LCL freight business. ■

Moncton's new hump

By Bill Dewan

According to the dictionary a revolution is a total or radical change. Historians likely will say that a revolution in Canadian rail transportation began on a blustery afternoon last November when the first boxcar went over the hump at Canadian National's new Moncton Yard.

Like all good revolutions this one got off with a bang. Somebody had put a couple of torpedoes on the track and they contributed to the racket when the new steel car broke through a big paper barrier on its way down the hump.

Young and old, businessmen, bankers, government officials and railroaders, all thrilled at the sight and sounds of the first car, silhouetted against the sky, rumbling off the hump, grinding through the master retarder, then cutting to the left and out to an assigned track.

It started with 830 acres of burned out woodland. Today, three years of good hard work and fifteen million dollars later, it is the most modern freight marshalling yard in the world.

It employs such revolutionary aids as an electronic brain, integrated data processing, closed circuit television, radar, two-way radio, teletype and tape recorders to speed the sorting of freight cars.

Modern facilities are available to effect running repairs to locomotives and cars and perform the various services such as icing, oiling and sanding.

The first Railway YMCA in the Atlantic Provinces, provided by the railway at a cost of a quarter of a million dollars, houses crews during stopovers. More about this "home away from home" and other employee features later.

The new yard is 2.2 miles long and 2,700 feet wide. It contains 79 miles of track, has a standing capacity of 5,062 cars and a working capacity of 3,500 cars a day. There are 30 miles of cable, five and a half miles of drainage pipe, three and a half miles of water supply pipes, and 10 miles of access roadways. It was necessary to move 3,050,000 cubic yards of earth to prepare the site.

Why such a big and expensive project? Well, freight traffic accounted for 80 cents out of every dollar CN earned in 1959, and in our efforts to get more freight business, we're going to provide the best possible service at the lowest possible price. The hump yard is a major device in this business-getting campaign.

At Moncton, we've put the freight car on a pedestal, a 24-foot hump to be exact, and allowed it to coast to classification by gravity. What kind of performance can we expect from this facility?

We can classify a 100-car freight train in 25 minutes. It means a reduction of up to 80 percent in terminal time of freight cars at Moncton and substantial speed-ups in freight schedules. It has been estimated that CN accounts for

Left: *control console in retarder tower.*

Above: *loudspeaker, part of communications system.*

Below: *engineer talks from radio-equipped cab.*

90 percent of all freight traffic to and from the Maritimes and most of its trains have to go through Moncton. Economies to be realized by the pre-marshalling of trains and the elimination of duplicate switching will be considerable.

At the official opening on November 2 President Donald Gordon said that when Moncton yard is working in co-ordination with Montreal yard the running time of our freight trains between the Atlantic Provinces and Central Canada will be cut by as much as half.

The potential impact on the transportation industry right across the country will be tremendous when these yards become part of an integrated freight handling system with Toronto and Winnipeg.

But to get back to Moncton and the first CN automatic classification yards — just why is it being hailed as the greatest transportation advance ever in Canada and what is the great change?

Some 1,400 freight cars, on average, are in and out of Moncton every day. Traffic reaches a peak of 2,000 cars on some winter days when the ports of Halifax and Saint John are booming and coal and steel trains are moving west from Sydney.

When a freight train arrives at Moncton from east, west, north or south, it may contain cars for 35 or 40 different destinations. It has to be broken up and the cars sorted. They go out then in new trains either to final destination or in the general direction of that destination.

In the new set-up, cars are inspected in a receiving yard shortly after arrival. On the way in, they've been paraded past a television camera, and a checker watching his TV set in the yard office has spoken the number of each car into a tape recorder. This provides a permanent listing of the cars in the train, and a double check.

The train is then backed up the hump at about two and a half miles an hour. The cars are oiled manually at a point below the crest and they move over a dragging-equipment detector which puts all signals at "stop" and sounds a siren when there is anything dragging.

The hump foreman, located in a small glassed-in building at the crest, and working from a switch list directs the cars into their assigned classification tracks — there are 40 of them at Moncton — by merely pressing buttons. He "lines" the switches from that point.

The switch list, incidentally, has been prepared by IBM machines in the CN's integrated data processing system. It contains such information as the car number, classification track it is to go to, its final destination, contents if any, and any special service it is to get in the yard such as ice, repairs, or in the case of cattle cars, feed.

A yard helper, called a "pin-puller", uncouples the cars in cuts of one to four at the crest of the hump and, if necessary, they are weighed as they pass over an electronically-operated scale just after leaving the crest.

Next the electronic brain comes into the picture. In the roll down the hump the brain is fed such information as the car's speed, determined as it moves through a radar "speed trap"; its weight, measured on a weigh rail; wind resistance on the hump; and rollability factors as well as the count of cars already on the classification track to which it is destined, and the resulting distance it has to travel.

Armed with this data, the brain in a fraction of a second computes the proper braking effect to ensure that the car will complete its roll at a safe coupling speed to protect its contents from impact damage.

This braking effect is accomplished by first the master retarder — it squeezes in on the car's wheels — and a little later in the journey by the group retarders. The car, breaking a photo-electric light beam just before it reaches the retarders, has messaged the brain to, in effect, "put on the brakes".

From the classification tracks the cars are taken by one of nine radio-equipped switch locomotives from the lower end of the yard and placed in set-off order in the departure tracks. This switching is done entirely without hand signals, directions being given to the engineman and to the men throughout the yard by radio.

Over-all control is from a tower atop the three-storey main yard office building. From this vantage point the yardmaster has an unobstructed view of the entire operation. Most of the offices of yard personnel are located in this building as is the fire department.

We mentioned that IDP is used in the compilation of the hump conductor's switch list, so here is a word of explanation on this important phase of the operation.

A freight train is on its way from Truro to Moncton containing cars for several destinations. Truro IDP office transmits to Moncton Yard the list of cars in the train, their identification number, destination, contents, servicing required at Moncton and other pertinent data. This information is received at Moncton Yard on an IBM machine in the form of punched cards and is called the ad-

Above: *TV for entertainment is part of facilities in Railroad YMCA building.*

Below: *TV for business lets checker watch and list cars as trains arrive in yard.*

vance consist. Before the train arrives at Moncton each car is assigned a classification track which is marked on the card. Special servicing instructions also go on these cards.

When the train arrives in Moncton it may contain new cars picked up en route at Sackville, for instance. Cars added since Truro are noted by the checker watching the arriving cars on TV as they parade past the camera. The train's conductor supplies the machine people with the rest of the required information on these added cars, their IBM cards are prepared and added to the advance consist in arrival order or the order in which they are to be "humped".

All the cards are passed through the "writing machine" which produces the switch list simultaneously on printers in the offices of the hump conductor, the yardmaster and retarder controller. The humping operation then begins.

At the same time as the switch list is being received in the hump conductor's office, incidentally, he is getting on a second teletype machine individual labels with destination, cargo, etc., for each car. These are stapled to the outside of the cars as they near the crest of the hump. This labelling system was just one of the many features that impressed New York Central officials when they toured the new yard "looking for ideas".

To get back to the Railway YMCA and other features for employees. The "Y" is an attractive one-storey brick building with 45 single occupancy rooms, a cafeteria with room for 50 diners, a beautifully appointed lounge complete with chesterfields, easy chairs and TV, locker and laundry rooms. It is maintained by the railway and operated by an experienced YMCA official who reports to an elected board of management.

The cafeteria boasts up-to-date stainless steel equipment designed to provide meals quickly. It is operated on a 24-hour basis providing everything from cigarettes and candy bars to full-course meals.

The bedrooms are 100 square feet and in addition to the bed contain a desk-table and chair and clothes tree. The floors are tiled and the windows furnished with curtains and Venetian blinds.

In the basement, for those who desire to bring their own lunches, there is a crew kitchen equipped with electric stove, refrigerator, two toasters, a sink with hot and cold running water, built-in cabinets and tables and chairs. Also on the lower level is an auditorium, crafts room and games room.

The decorators picked bright colors and the atmosphere of the "Y" is cheery and bright. The lighting is recessed and controlled by rheostat in the cafeteria and lounge which are separated by a folding partition. Together they provide a large banquet room.

In the diesel shop, apart from repair and servicing facilities, much thought has been given to employee comfort, safety and instruction in apportioning the space. There is an instruction room with movie and slide projectors, desks and stools; a big locker room with individual lockers; a washroom with 12 showers and four Bradley washers; lunchroom with electric stove, sink and built-in cabinets; a completely equipped clinic; a crew booking-in room, supervisor's lunchroom and washroom.

The car repair shop boasts spacious lunch and locker rooms, a first aid centre and instruction room. The lunchroom contains many built-in cabinets, a stove, two refrigerators, 10 large tables and many chairs. There are individual lockers in the locker room, coat racks, benches, chairs and tables. Again, bright hues and modern lighting fixtures contribute to a generally cheerful working atmosphere.

Communications are piped into all em-

ployee facilities. There are numerous drinking fountains throughout the buildings and conveniently located pay phones. Both diesel and car repair shops have excellent heating systems and the diesel shop is equipped with a very effective ventilating system to draw off the fumes and keep fresh air circulating.

We said it took three years to put it in operation but Moncton Yard goes back to 1951 when the railway set up a headquarters field committee to study terminal performance and plan a nationwide modernization of yards. E. B. Ryerson, then superintendent, Toronto terminals, was appointed chairman and Moncton Yard was the brainchild of this group.

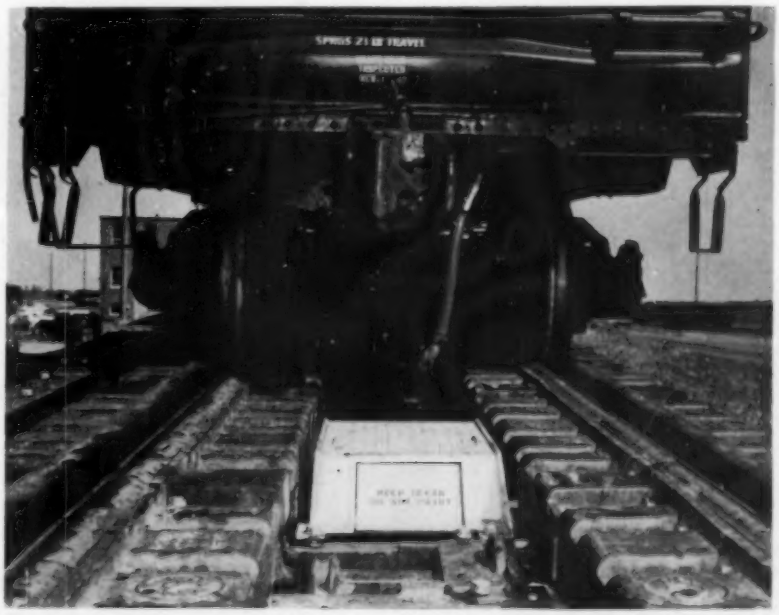
Construction has been under the supervision of R. P. Puddester, chief engineer of the Atlantic Region; M. J. Nickerson, regional engineer of construction; and B. E. Field, the yard's resident engineer.

R. K. DeLong of Moncton was engineer of construction in the early planning and development stages and did much of the original survey work.

Although the yard is now in operation, considerable work remains to be done on paving roads and completing various installations. It is estimated it will take another year to complete the job. ■

Above: *Skyview of first of CN's great new hump yards.*

Below: *Steel box between rails contains radar apparatus to measure speed of car descending hump.*



What's new at the Nova Scotian

By Bill Dewan
Photos by Bob Boden

What the patron sees in a typical CN hotel, such as the Nova Scotian at Halifax, are soft lights and deep carpets, bright rooms, spotless restaurants, fast elevators, and personnel and plumbing that both function efficiently and smoothly in catering to his comfort.

Behind the scenes is the organization that makes things go, and a look behind those scenes is intriguing and revealing. You find out, for instance, that climate-controlled rooms just don't get that way; that elevators have a memory; that a diesel engine is the moving force of a highly efficient emergency power supply; that a good automatic dishwasher can wash and dry 10,000 pieces in an hour; and that the ever-blooming begonias in the front lobby come from the greenhouse in the backyard.

We discovered all this on an excursion through the very bowels of the big hostelry in the tow of Chief Engineer Hugh Perry.

All but the begonias are part and parcel of the building of the $5 million, 11-storey extension that among other things gives Halifax and Nova Scotia the largest hotel in Canada, east of Quebec, and a new and powerful tourist and convention drawing card.

The Nova Scotian Hotel has 327 rooms, about double the original number, can accommodate 1,835 persons at meetings all at one time, and feed close to 1,600 diners.

It boasts the biggest ballroom in Eastern Canada, one of the largest hotel cafeterias in the country, and it's one of the few hotels in Canada equipped to stage full-scale automobile and boat shows.

But to get back to climate control, elevators, diesels and dishwashers.

The secret of climate control lies in what appears to be a swimming pool out in the backyard that has a dozen or so fountains in it going all the time. We managed to stay with Chief Perry until he started to explain that the water for the cooling system circulates continuously between hotel and pool, warming up inside, cooling down outside. Then we lost him. We can state, though, that the system works like a charm. It's the first of its kind in the country. In winter it becomes part of the heating system and the pool is drained.

The functioning of the Nova Scotian's

elevators is ruled by an electronic brain housed in a green penthouse high atop the building and there's more to these lifts than ups and downs.

Manager Robert S. Pitt says the new Nova Scotian is custom-built to handle conventions. The elevators are a good indication of what he means.

Say during a convention a crowd on the 10th floor suddenly decides they all want to come down to the ballroom at the same time. After an initial couple of trips to the 10th, the elevator will remember it has to go back to that floor for the stragglers without any prodding whatsoever.

Dishwashing in the Nova Scotian's kitchen is a joy to behold. A complicated piece of machinery handles up to 10,000 pieces an hour. And if the operator is called to the telephone the whole thing shuts off automatically.

There's a king-size "garburetor" that can't stomach silverware and literally spits out any knives, forks or spoons that accidentally get tossed out with the debris off the dinner plates.

Chef Emile Bezen, whose culinary masterpieces have earned him an international reputation, is much impressed with his glistening new set-up.

All the most modern developments in quantity food cooking have been incorporated in his equipment. He can prepare dinner for six parties, totalling close to 1,600 persons, with six different menus. Incidentally, 35 twenty-pound turkeys on the fire, routine to the chefs, are quite a sight to the uninitiated.

A couple of the more fascinating gadgets in this room full of shiny stainless steel are the potato peeler — the spuds are peeled in a machine employing revolving emery stones — and the ice-cube maker that turns out everything from icelets to king-size cubes.

With so much depending on electricity what happens if the lights go out? Chief Engineer Perry led us to the basement and the emergency power supply.

It's a 62,500 volt diesel-power AC generator that cuts in automatically just seven seconds after a power failure. It provides emergency lighting throughout the hotel, enables all four elevators to be cleared, and operates an emergency water pumping system.

Two other control centres were "show stoppers" on this trip behind the scenes. These were the rooms that house the dimmer switchboard for the complex lighting of the Commonwealth Room and the TV and radio room. A hundred different colored lighting patterns are possible for the beautiful Commonwealth Room by using various combinations of incandescent recessed units and a myriad other devices of modern lighting magic.

Control equipment in the radio and TV room is mounted on racks and is designed to provide for the direct reception in guest rooms of three TV channels and six radio programs, one closed circuit TV program originating either in the hotel or incoming by wire and one local tape-recorded program. TV and radio in the hotel offer convention groups all sorts of new concepts of communication. They can attend sessions in front of the TV set in their own room, for instance.

The rich color schemes of the guest rooms, the magnificence of the Crown Suite, the tasteful decor of the new public rooms, all these things must be seen to be fully appreciated. Trying to describe the coloring of a lovely flower is a pretty tough assignment.

Which brings us back to the begonias. Gerry Shea, head gardener, is very pleased to be able to report that even with all the revolutionary contraptions that have been enlisted to produce the fine new Nova Scotian Hotel, he's still in business at the same old stand, the greenhouse in the backyard, described in last October's KEEPING TRACK.

Truly the Nova Scotian lives up to the fine reputation enjoyed by its sister CN hotels in other parts of Canada. ■

Top picture: *Colorful, tasteful decor on ultra-modern lines combines with an efficiently-functioning plant to make CN's Nova Scotian at Halifax one of the world's great hotels.*

Bottom picture: *Special entrances and equipment make it easy to move things like big trucks, cars and motorboats into the hotel for shows and sales conventions.*

NO TIE-UP FOR TRAINS

By Norm Lowe

The press release to Montreal newspapers and radio stations said that highway traffic on the Victoria Bridge would return to normal use, following completion of a new railroad diversion.

The simple, 132-word announcement was just to inform the general public. Behind it was something big, as far as Canadian National people are concerned.

It was the story of one of the biggest engineering projects ever undertaken by the railway, a project unique in more than one way.

The project represents the latest major surgery undergone by the ancient bridge, as national progress, typified in this case by the St. Lawrence Seaway, moved into its history.

The northern end of the 744-mile-long waterway is at St. Lambert, across the St. Lawrence River from Montreal, and the first of the great locks that raise and lower the ships to and from river level to Great Lakes level are located right where the bridge meets the shore.

In planning the Seaway, it was evident from the start that the Canadian National, which with its predecessor companies had been crossing the river at St. Lambert for more than a century, was going to become involved in a ticklish operating situation when the Seaway was built.

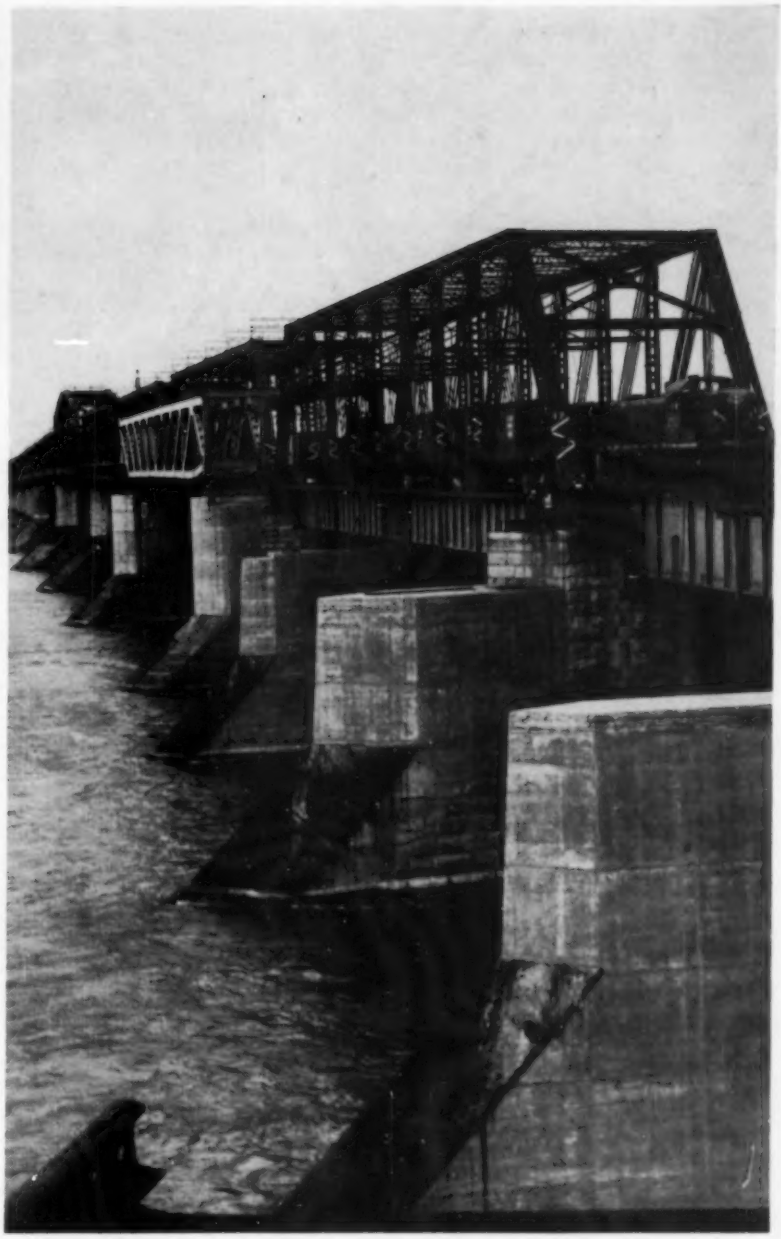
A lift-bridge, with a 120-foot clearance for the ships, was essential, and would cut the CN main line at the last span of the bridge.

The possibility was considered of co-ordinating the movement of ships and trains so that delays to rail traffic would not be too bothersome, but detailed studies showed that this was a forlorn hope.

During the shipping season as many as 50 ships are locked through every day, and it takes as much as 25 minutes to clear one ship. Our operating people concluded that if we had been faced with a single lift-bridge, and no way of getting around it, rail traffic could well have been tied up as far back as Turcot Yard, seven miles away, by the passing through the locks of a single ship.

Alternate proposals were gone into exhaustively, including a high-level bridge and a tunnel, but these ideas were dropped. The tunnel would have had to be seven miles long — nearly

Above: *Cutting torch bites into ancient steel of Victoria Bridge as old spans are removed.*



Right: *New concrete piers are joined to original limestone piers installed when bridge was built in 1856.*

six times as long as the Victoria Bridge — and both tunnel and high-level bridge would have created track grade problems insuperable from a railroad operating standpoint.

The cost factor of both plans just about ruled them out, too.

In the face of the engineers' findings, the construction of a diversion arm was agreed upon as the most practical and economical solution.

The picture on the opposite page, taken from the air, shows clearly how the diversion is laid out.

Late in 1956, construction was started on the vertical lift span at the end of the bridge, and jackhammers began biting away at the 100-year-old limestone piers, to be replaced by reinforced concrete supports for the new lift bridge, built behind cofferdams that kept back the swift-swirling waters of the river.

A similar lift bridge was built 1164 feet upstream, beyond the upper St. Lambert lock of the ship channel.

In the spring of 1957, the diversion arm was started from the CN main line about 750 feet west of St. Lambert station, curving over land and river to meet the bridge at its 17th span, a distance of about 5,000 feet. The diversion utilizes the lift bridge at the upper end of the seaway locks.

The junction between diversion and bridge involved the removal of two entire spans of the old bridge. Highway traffic pursues its uninterrupted way over the rail line on a roadway that starts at the 14th span and comes back to bridge deck level at the 20th span. The new diversion and the old main line are signalled so the towerman at St. Lambert, communicating by telephone with the Seaway lift-bridge operators, can either divert a train over the cutoff, or straight ahead down the main line, depending on which of the two Seaway lift-bridges is in operation.

Replacement of the two through-truss spans of the bridge was a huge job in itself, calling for the erection of auxiliary piers, shown in the picture above, to support the massive girders, eight feet high, of the new deckplate spans.

In spite of all problems, the railroad kept right on running, and highway traffic was subjected to relatively few interruptions, thanks to the careful planning of every phase of the operation. ■

System News

Francis A. Gaffney

Harry A. Sanders

Francis A. Gaffney, who for the past five years has been vice president and general manager of the Grand Trunk Western Railroad at Detroit, has been appointed vice president, highway services, for the entire Canadian National System. His headquarters will be in Montreal.

Mr. Gaffney will be succeeded as head of the GTW by Harry A. Sanders.

Mr. Gaffney was born in Brockville, Ontario. He received his early education in Brockville High School and Brockville Business College. Later he attended extension courses at both the University of Toronto and McGill University.

Born in the hey-day of the steam locomotive Mr. Gaffney began his railway career in the operation department at Brockville in 1920. In 1938 he went to Montreal as special assistant in the department of research and development. Specializing in economic analysis, he became chief of transport research for the railway system in 1950 and directed studies on numerous aspects of railway service. Part of his work was directed toward the impact of highway competition. This resulted in the formation of the department of road transport, of which Mr. Gaffney became general manager in 1953.

During the Second World War Mr. Gaffney was on loan to the Bermuda Government to advise on the island's transportation problems.

Harry Sanders has been general superintendent of transportation for the GTW since 1951.

Mr. Sanders was born in Durand, Michigan, and educated at Battle Creek High School and the Michigan Business and Normal College.

Like Mr. Gaffney, Mr. Sanders joined the railway in 1920 when he entered GTW service as a trainman's clerk in Battle Creek. In 1924 he became secretary to the assistant general manager at Detroit.

After serving as secretary to the vice president and general manager and as chief clerk to the general superintendent, Mr. Sanders went to Durand as trainmaster in 1943. He was appointed assistant to the vice president and general manager at Detroit in 1949. ■

Names in the news. A. H. Morgan, district passenger agent at Saskatoon, has been named chairman of the Saskatchewan Tourist Advisory Council.
James Consbruck, freight traffic representative at Cincinnati, has been elected secretary of the Lookout Heights, Ky., Civic Club.
J. R. Bannerman, superintendent of safety at Montreal, has been elected to serve as chairman, trespassing committee, of the railroad section of National Safety Council, Chicago.
Raymond Zuest, training supervisor, freight traffic department, Chicago, has been appointed secretary of the Village of South Holland's United Fund Committee.

Police form association. Members of various police departments met in December in the City of London Police Auxiliary Headquarters, London, Ontario, and formed a National Section for Canada of the International Police Association.
The Association, composed of serving and retired members of the police forces of many lands, has a membership of 20,000 and national sections in Germany, France, England, Ireland, Holland, Belgium, Sweden, Finland, Spain, Chile and Hong Kong.
A National Executive Executive Council to act provisionally for Canada for one year was formed at the inaugural meeting. The officers are: President, Special Agent M. A. Hallawell, CN investigation department, Montreal; Secretary General, C. R. Wright.
Mr. Wright will appear before the World Congress of the I.P.A. to be held in Stuttgart, Germany, in September to obtain ratification of the constitution and rules for the Canadian section.

Faster rate service. The reorganized rate branch of the freight sales department has made its presence known with another manifestation of the railway's aggressive sales program in the form of an attractively designed folder, published in French and English, describing the functions of the department.
With the folder has been distributed a letter signed by C. E. Dobson, manager—freight rates, Montreal, addressed "Dear Mr. Shipper," and setting forth the services the rates people are ready to offer.
The letter points out that staff has been added to the department's working force; new teletypes have been installed; rate officers have been placed in each region; experts have been appointed for each commodity group, and the whole operation generally streamlined to provide shippers with quick and accurate information on freight rates.

Santa rides again. Members of the general car accounting department at headquarters in Montreal have, as in former years, piled $100.00 worth of toys under their office Christmas tree. The toys were distributed to children in the care of the Salvation Army and St. Patrick's Orphanage at a Salvation Army Party.
Not only do the car accounting staff find spare time to attend the party as assistants but they play Santa to deserving families as well. Through the services of the Victorian Order of Nurses they located two elderly families and sent to each a complete Christmas dinner, a carton of groceries and a personal gift.

Telex sales campaign. A recent CNT sales campaign to push Telex units set a record.
At the end of the month-long drive, 180 units had been sold, the largest number in the history of Telex.
Heading the list of top Telex salesmen are Hubert Conlin, Montreal, and Ted Moorish, Toronto. Each sold 12 units.

Note to our readers:
Because of the heavy volume of material, the obituary column is being omitted.

Steamers in Hi-Fi. "Remember When" is a new Hi-Fidelity record calculated to bring tears to the eyes and a lump in the throat of all railroad buffs who hear it.
"Remember When" is a collection of train sounds of the steam age. Included on this disc are the sounds of two Grand Trunk Western Pacifics doubleheading, recorded at Durand, Michigan.
This interesting memento of a past era is available from Mobile Fidelity, P.O. Box 1156, Burbank, California.

Mrs. Nemjov comes home. Thirty-two years is a long time to wait for anything, but it was worth it for John Nemjov of Chilliwack, reunited recently with his wife after three decades of uncertainty.
Mr. Nemjov, who joined CN in 1951, is a carpenter with the B & B department on the Kamloops Division. He had been married only two years when he decided to leave his native Czechoslovakia and come to the new world. That was several years before the Second World War.
Leaving his wife behind, Mr. Nemjov settled in Canada. Due to subsequent German and Russian occupation of his homeland, Mrs. Nemjov was unable to follow him until December.

Mario's lucky day. CN station agent L. P. Chouinard stood on the platform at Dupuy, Quebec, and watched the approach of the wayfreight. Extra East 4319 had just set off five empties and picked up ten cars of concentrates at the Normetal spur. This, added to her consist of 26 loads and six empties made her a heavy train. That much was evident from the sound of her.
Chouinard waved to the figures in the cab as the diesel lumbered past the station. As he turned to watch the passage of the train and count the cars, he saw a movement that caused him to catch his breath. Huddled between the rails where the highway crosses the tracks was a knot of children, obviously in difficulty.
But the train crew had also seen the danger. Extra East 4319 let rip a blast on the horn that sent the kids leaping from the track. But one little boy got left behind, his foot caught fast between the rails, like a deer in a trap.
As Chouinard started to run, engineer Eric Chapman threw his brake handle into the "big hole" — full emergency. Squealing like a struck pig, Extra East 4319 clamped her brakes in obedience, her wheels striking sparks in a futile attempt to stop the heavy train.
Chouinard stopped running — the tragedy seemed inevitable. Panting, he saw two figures, fling themselves out of the lurching locomotive and race down the track in a desperate effort to beat the train to the doomed lad.
Fireman Norbet McGoldrick got there first. With less than seven feet to spare he snatched the boy from under the wheels. Brakeman Jean Levesque helped them off the track.
Chances are that Mario Rochette, aged three, will never realize just how close he came to being killed. But his mom and dad do. And Mr. and Mrs. Louis Rochette of Dupuy, Quebec, will re-

Science Now Shrinks Piles Without Pain or Discomfort

Finds Healing Substance That Relieves Pain And Itching As It Shrinks Hemorrhoids

Toronto, Ont. (Special)—For the first time science has found a new healing substance with the ability to shrink hemorrhoids and to relieve pain and itching. Thousands have been relieved with this inexpensive substance right in the privacy of their own home without any discomfort or inconvenience.

In case after case, while gently relieving pain actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne)—discovery of a famous scientific institute.

Now this new healing substance is offered in *suppository or ointment* form called *Preparation H.* Ask for it at all drug stores—money back guarantee.

member the bravery of Fireman Norbet McGoldrick for a long time to come.

Students complete training. Gordon T. Parbery, buyer, and John R. Charlton, assistant buyer, of the Winnipeg purchasing department, have successfully passed a two-year purchasing course offered by the University of Toronto in conjunction with the Canadian Association of Purchasing Agents.

Mr. Parbery and Mr. Charlton were presented with certificates by the Purchasing Agents Association of Winnipeg.

The stuff of dreams. Every youngster dreams of riding the cab of a locomotive. But not every youngster has to stop a train to do it. Larry and Richard Ranshaw, aged 8 and 14, were walking along the GTW tracks near Charlotte, Michigan, when they spotted a broken rail. Hurrying home, they brought their father to the site. After a hasty examination he called the GTW office. The stationmaster had just enough time to halt a freight train at the city limits. For their alertness and public spirit, company officials asked the young heroes to name their reward. That is where the dream comes in. They asked for a ride in the engine of a fast train. Arrangements were quickly made and the two boys rode in the engineer's and fireman's seats of a fast passenger locomotive from Charlotte to Battle Creek. The episode must have reawakened some youthful dreams in their dad's mind too — he rode the cab of the second section.

At Battle Creek the company took the Ranshaws to dinner. A practical "thank-you" to a couple of alert dreamers.

Pat-on-the-back Department. The CNR has received a letter of thanks for the railway's part in combating forest fires in Prince Edward Island last summer. The letter was received by G. R. Greenough, superintendent, Charlottetown, from O. R. Simons, civil defence coordinator of the island province. It states "may I take this opportunity of expressing to you my sincere thanks for the wonderful assistance and cooperation you gave us during the recent forest fires in this province.

"Had it not been for people like yourselves it is doubtful if we could have brought these fires under control as quickly as we did without further great losses to homes, property and people.

"It must be a great sense of satisfaction to you to know that you contributed to such a degree to the fighting of these fires during this period of disaster."

To fight the blazes Canadian National provided tank cars which carried thousands of gallons of water to the West End fire areas, as well as hundreds of feet of hose and auxiliary pumps.

The following "thank-you" note has been received by President Donald Gordon from D. R. Cameron, principal, School for Physically Handicapped Children at Edmonton.

"During the period September 6 to September 8, Mrs. Cameron and I accompanied thirteen blind students traveling on the Super-Continental from Edmonton to Brantford. For the fifth successive year we and the youngsters found the service of the Canadian National Railway to be of good quality.

"In general, the CNR personnel were unstinting of time and thought in making the trip a happy experience for the blind students."

In addition to thanking all the "behind the scenes" CNR people he couldn't meet personally, Mr. Cameron specifically mentioned the following: Paul Monast, passenger sales representative; William Banburak, dining car steward; N. Luciow, chef instructor; S. Jackiw, sleeping car conductor; Hollis Edwards, porter; Guy Fullum, dinette steward; Roy Joseph, porter; Jerry Robichaud, dinette waiter; A. Croft, sleeping car conductor; J. K. Mock, dining car steward; Bruce Bland, terminal passenger agent and John Docherty, city passenger agent.

Officer's Trophy. For the third consecutive year, senior first aiders at Moncton Shops have captured the Officers Trophy, emblematic of first aid supremacy in the company's Atlantic Region. The team, Moncton Motive Power and Car Equipment Team No. 1, is comprised of Edwin Mitchell, captain, Aubrey Melanson, Murray Crossman, Gerald Doucet, Fred Beels, and Leigh Geldart. The trophy, a large silver cup, was presented to Mr. Mitchell by Douglas V. Gonder, vice-president, Atlantic Region.

Edwin Mitchell, captain of the Moncton MP & CE No. 1 first aid team, winners of Officers' Trophy, emblematic of Regional championship, receives trophy from Vice President D. V. Gonder, left.

Sydney Safety Club marks 3,566 days without lost-time accident. From left: A. S. Williston, car shop foreman; A. Morrison, BRCA; M. R. Campbell, Dosco manager, S. F. Lean, assistant to vice president, Moncton.

Wirefax. A new, high-speed public facsimile service between Montreal and Toronto has been opened by Canadian National and Canadian Pacific Communications. The new system, known as Wirefax, is the first of its kind in Canada. Operating on principles similar to the familiar newspaper wirephoto service, the equipment reproduces an exact copy of typed or handwritten letters, reports, drawings, sketches and documents.

The writing speed of the equipment is 3½ inches per minute. There are no special requirements for copy except that it should be prepared on paper not over 9½ inches wide. The scanning width is 8 inches which limits this dimension of the copy but there is no restriction on length. In the initial period, however, material is being limited to 24 inches in length.

Wirefax is being offered on the same basis as telegrams. Material to be transmitted can be picked up or delivered by messenger. It is also possible to use the service collect.

Service is on a 24-hour schedule. Cost is based on the length of the material sent and is on a sliding scale. Transmission of a typed sheet 8½ x 11 from Montreal to Toronto would cost $4.45 and take just under four minutes to make the journey.

It is expected that the new service will get an enthusiastic reception from advertising agencies and others concerned with the sending of graphic material from one place to another quickly.

It is planned to extend Wirefax to other centres as the demand for the new service increases.

Above: *U.S. President John Kennedy chats with veteran CV employee C. E. "Tut" St. Amour during Vermont visit.*

Below: *Marcel Valois, president, Montreal Chapter, Society for the Preservation and Encouragement of Barbershop Singing, gets "the works" from CN men Alex Walker, Bill Miller, Eddie Marquette and Ernie Martineau, at competition in Bridgeport, Conn.*

GTW women on executive board of Detroit Chapter, National Association of Business Women. From left: Mrs. Margarita McCarthy, car accounts; Mrs. Mary Medler, communications; Mrs. Edith Bayer, auditor of revenues.

World wheat champion Wilbert Suehwold, left, is awarded CNR Challenge Trophy at Royal Winter Fair in Toronto. With him is Miss Super Continental, Margaret Vanier, and E. A. Ryder, deputy vice president, sales, who made presentation of silver tray and $100 cheque.

Above: *Latest method of transferring truck trailers to flat cars undergoing tests at Montreal. This straddle carrier, known to the trade as "Travelift", can lift a trailer weighing up to 40 tons and transfer it from road to car in less than five minutes.*
Below: *Safety-conscious Prince George car shop men are proud of their record. When picture was taken they had reached 3,000 days without lost-time accident. Foreman Len Smith says they did it by "practising safety the year round."*

W. T. Wilson, vice president, personnel, Montreal, as he addressed convention of Canadian Industrial Editors Association at St. Adele, Que.

CN Express money order for $236, largest award so far on Atlantic Region for employee suggestion, is presented to E. E. Thoms, center, Argentia, Nfld., by E. K. House, area manager. Looking on is Superintendent C. I. Merner.

Above: *Fort Rouge men end long careers with CN and get farewell handshake from L. Worobey, general car foreman. At left is S. Nichols, coach carpenter, 40 years' service, and at right J. L. McKinnon, carman, also a 40-year man.*

Goodbye and good wishes are given to Laura McDonald by D. V. Gonder, regional vice president, as she ends service as chief operator on Moncton switchboard.

Below: *Hunter "Dutch" Greenlee, second from left, takes a last look from his caboose at Hamilton as he ends 47 years of railroading.*

Allan A. Raegele, veteran YMCA executive, who will direct new Railroad "Y" at Moncton hump yard, described in story on page eight.

Sir Henry Thornton Cup, top first aid award, is presented to C. T. Woodings, left, captain of Point St. Charles shop team, by C. R. Buskard, works manager, Montreal.

Calling it a day

John L. Redmond, chief timekeeper, Moncton, center, 44 years' service.

E. D. Hedberg, B & B master, Portage-Brandon division, center, 39 years' service.

W. H. Kline, chief clerk, Halifax, center, 47 years' service.

George H. Preece, joint facility examiner, Montreal, 45 years' service, left.

Clarence Giles, general coal agent, Detroit, second from left, 36 years' service.

Jim Inglis, telegraph operator, Acton, Ont., seated, 50 years' service.

Joseph Fabien Martin, crane operator, Moncton, left, 40 years' service.

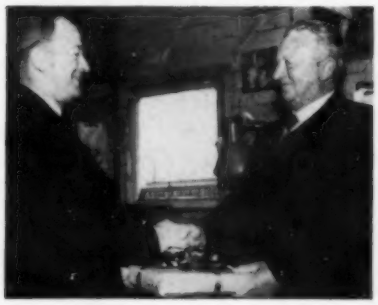
John M. Vallely, rule examiner, Toronto, right, 44 years' service.

G. D. McIntosh, superintendent of car service, western region, third from left, 50 years' service.

Wellington "Bill" Wilson, train despatcher, Stratford, 40 years' service.

Irene Bustard, chief grain clerk, car service, Winnipeg, 42 years' service.

Bob Dayrell, sleeping car porter, Toronto, 31 years' service.



James W. Connors, yardmaster, Moncton, 47 years' service, right.

George William Furzey, sleeping car conductor, Halifax, left, 42 years' service.

J. E. Lalonde, manager operator, CNT Sherbrooke, third from left, front row, 40 years' service

J. A. Mombourquette, sleeping car conductor, Halifax, right, 44 years' service.

Harold J. Keith, chief accountant, Moncton, left, 49 years' service.

R. B. Smith, superintendent, Eastern and Northern Ontario Div., CN Express, second from right, 42 years' service.

W. F. Reid, issuer, stationery stores, Montreal, 38 years' service, seated.

"RETIRE TO PLEASANT B.C."

Two bedroom house on 2½ acres in Parksville, B.C. 29 miles north of Nanaimo, on Vancouver Island. Winter population 1400. World famous for its salmon fishing and as a holiday resort. Retire to this pleasant seaside location. Enjoy a temperate climate and Vancouver Island's low rainfall. Full Price $7,500., $2,000. down. Particulars write owner room 202, 624, 6th. St., New Westminster, B.C.

Appointments and promotions

C. G. Adams, senior methods analyst, accounting department, Montreal, has been named supervisor of methods in the merchandise services department there.

G. A. Aldcroft, commercial supervisor, CNT, Vancouver, has been named district sales supervisor there.

R. A. Bandeen, chief of costs and statistics, Montreal, has been named chief of development planning.

L. F. Bayzand, traffic supervisor, CNT, Vancouver, has been named assistant superintendent (operations).

W. L. Brenton, general agent, CN Express, Regina, has been named general agent at Saskatoon.

J. G. Bruce, operations trainee, Moncton, has been named trainmaster at the new hump yard there.

J. F. Chislett, plant supervisor, CNT Vancouver, has been named assistant superintendent (plant).

W. Cleevely, office assistant, accounting and finance department, Montreal, has been named budget supervisor.

A. A. Curtis, assistant to the co-ordinator of analytical services, has been named special projects officer at headquarters in Montreal.

M. G. de Jersey has been named supervisor of personnel practices at headquarters in Montreal.

H. Downey, cost analyst, Montreal, has been named system cost analyst at headquarters there.

L. Goldsmith, cost analyst, Montreal, has been named statistics officer, reporting to the chief of budgets and statistics there.

R. A. Gordon, assistant general manager, CN Express, Montreal, has been named general manager of that department.

P. C. Halper, chief clerk, passenger traffic department, Chicago, has been named staff assistant there.

E. L. Hewson, supervisor, tunnel service project, Montreal, has been named chief of budgets and statistics, with system jurisdiction.

J. A. Houston, engineer accountant, Toronto, has been named valuation engineer there.

J. R. Kemp, assistant mechanical engineer at Moncton, has been named mechanical and electrical engineer for the Atlantic Region.

T. I. Lumby has been named general supervisor of salary administration at Montreal. Mr. Lumby will continue to be responsible for job evaluation and personnel practices.

G. R. MacBurnie, agent-operator at North Sydney, has been named ticket agent there.

J. F. MacKenzie, CNT operator at Moncton, has been named chief operator at "BO" railway telegraph office there.

G. M. McBain, traffic supervisor for CN Express at Winnipeg, has been named general agent at Regina.

J. S. McGuire, assistant superintendent work equipment, Toronto, has been named superintendent of Stratford shops.

J. O. Melanson has been named storekeeper at the new freight car repair shop at Moncton.

A. Morin, assistant chief of costs and statistics, Montreal, has been named special projects officer.

G. M. Newby, general freight agent (sales) Chicago, has been named general freight agent (sales) at Detroit.

A. Olynyk, assistant to the chief of budgets and engineering economics, Montreal, has been named assistant chief of development planning.

J. H. Powell has been named storekeeper at the new diesel shop in Moncton hump yard.

A. M. Robinson, CN Express agent at Charlottetown, has been named traffic supervisor at Moncton.

G. S. Ross, general agent, CN Express, Toronto, has been named superintendent of the eastern and northern Ontario district.

W. R. Sayers, supervisor of wage and salary administration, has been named assistant to the vice president of personnel, Montreal.

S. E. Spencer, work study officer at Moncton, has been named superintendent of the Moncton hump yard.

J. G. Stanley has been named supervisor of salary administration at Montreal.

Miss Wilhelmina Terrio has been named chief telephone operator for CNT at Moncton.

Captain D. C. Wallace, O.B.E., D.S.C., marine superintendent at Montreal, has been named superintendent of CN's Newfoundland Coastal Services at St. John's.

W. A. T. Wardrop, chief clerk in the office of the registrar at Montreal, has been named registrar of the company.

R. E. Warman, general yardmaster at Moncton, has been named trainmaster at the hump yard there.

D. Young, mechanical inspector, Toronto, has been named diesel supervisor for the southern Ontario district there.

L. E. Zimpfer, chief clerk to the general agent at Detroit, has been named freight traffic representative at Detroit.

ATLANTIC REGION

D. V. Lacombe has been named public relations manager.

J. L. Seaman has been named employee services supervisor.

R. R. Thomas has been named manager of industrial development.

Maritime Area

D. W. Blair has been named area manager.

J. G. Davis has been named assistant

manager.
W. R. Mitchell has been named operations manager.

Chaleur Area
C. A. Berube has been named area manager.
R. A. Clarke has been named operations manager.

Newfoundland Area
E. K. House has been named area manager.
E. J. Healy has been named operations manager.

ST. LAWRENCE REGION

Wilfrid Bissonnette has been named superintendent of investigation.
Paul Blanchet has been named manager of real estate.
François Carlin has been named labor relations officer.
J. C. Crochetiere has been named assistant freight sales manager.
W. G. Davis has been named freight sales manager.
John Dixon has been named comptroller.
A. Duguay has been named employment and training officer.
N. A. Landerman has been named passenger sales manager.
W. H. Murray has been named employee relations officer.
Chateauguay Perrault, Q.C., has been named regional counsel.
Frederic Phaneuf has been named public relations manager.
J. M. Provost has been named analytical services officer.
T. E. Teixeira has been named office manager.
W. W. Wynne has been named superintendent of work equipment.

Quebec Area
J. E. Gauthier has been named area manager.
G. Chabot has been named sales manager.
R. Gosselin has been named industrial agent.
J. D. Houde has been named superintendent-operations.
Marcel Huneault has been named superintendent of equipment.
J. A. Lambert has been named operations manager.
J. E. Martel has been named employee relations officer.
J. A. Morin has been named transportation officer.
L. M. Poitevin has been named assistant manager.
C. E. Reynolds has been named area engineer.

GREAT LAKES REGION

E. R. Dalrymple has been named freight sales manager.
M. E. Doke has been named passenger sales manager.
J. D. Gordon has been named office manager.
W. E. Griffiths has been named chief engineer.
H. F. Lorriman has been named comptroller.
R. H. Menary has been named employee relations officer.
D. F. Mills has been named analytical services officer.
J. C. Noel has been named public relations manager.
W. E. Tate has been named general superintendent — transportation.

PRAIRIE REGION

R. M. Bailey has been named assistant regional engineer.
A. S. Batho has been named assistant engineer of buildings.
O. E. Berringer has been named general manager in charge of terminal development.
W. A. Brown has been named comptroller.
B. Chappell has been named regional engineer.
M. A. Cocquyt has been named labor relations officer.
H. J. Cohn has been named budget officer.
J. Conrad has been named engineer, maintenance of way.
H. D. Cowan has been named assistant general superintendent of equipment.
E. Cutts has been named general superintendent of transportation.
A. E. Duff has been named superintendent of car service.
J. A. Duff has been named manager of industrial development.
R. B. Ferrier has been named assistant general superintendent, transportation.
E. E. Habkirk has been named supervisor of training.
M. B. Hansen has been named assistant engineer, maintenance of way.
F. A. Hill has been named personnel assistant (pensions and welfare).
G. A. Howard has been named coordinator of work studies.
R. Hugo has been named bridge and structural engineer.
F. H. Jackson has been named office manager.
J. W. Jackson has been named superintendent of car shops.
J. B. Kerby has been named work study officer.
I. Lucas has been named special assistant to the vice president.
L. W. Matson has been named signal engineer.
F. N. McKenzie has been named passenger sales manager.
J. N. McLellan has been named superintendent of work equipment.
J. L. McMahon has been named office engineer.
G. C. Norman has been named freight sales manager.
R. W. A. Page has been named work study officer (mechanical).
W. T. Patterson, Q.C., has been named regional counsel.
S. E. Payne has been named labor relations assistant.
A. M. Pepper has been named assistant engineer of bridges.
K. W. Sewell has been named personnel officer.
J. E. Skinner has been named analytical services officer.
J. A. Skull has been named public relations manager.
A. S. Stephen has been named supervisor of motive power control.
H. Taylor has been named general superintendent of equipment.
L. M. Thomson has been named employee relations officer.
W. T. Van Deventer has been named construction engineer.
J. Watson has been named superintendent of boarding cars.

Lakehead Area
J. D. Hayes has been named area manager.
W. J. K. Armstrong has been named trainmaster.
R. W. Bowman has been named assistant superintendent of equipment.
C. E. J. Brown has been named superintendent of equipment.
T. E. Dolphin has been named assistant area engineer.
R. S. Egan has been named employee relations supervisor.
G. W. Keefe has been named operations manager.
F. H. Lane has been named trainmaster (Fort William).

C. E. Lemay has been named assistant area sales manager.
D. B. McKillop has been named area engineer.
J. L. McPhee has been named comptroller.
T. Mobberly has been named area sales manager.
A. Pudas has been named office supervisor.
W. J. Ross has been named superintendent of transportation.
L. E. Scott has been named trainmaster (Winnipeg).
W. G. Wright has been named trainmaster (Sioux Lookout).

Winnipeg Area
N. T. Walton has been named area manager.
H. E. Amos has been named area engineer.
P. K. Ausborne has been named trainmaster.
J. W. Ferguson has been named office supervisor.
B. Gasior has been named assistant superintendent of equipment.
T. G. Haddick has been named branch manager, freight sales, Moose Jaw.
C. A. Hammond has been named trainmaster.
C. Harvey has been named trainmaster.
M. Irvine has been named manager, freight sales.
J. S. Lewis has been named supervisor of sales and promotion.
C. Lyon has been named branch manager, freight sales, Winnipeg.
N. E. Mason has been named superintendent of transportation.
D. G. McIntosh has been named comptroller.
G. Shipley has been named superintendent of equipment.
D. L. Stenberg has been named assistant area engineer.
J. S. Stephen has been named manager, passenger sales.
M. G. Thomson has been named employee relations officer.
A. R. Williams has been named assistant manager.

Assiniboine Area
L. H. B. Goodings has been named area manager.
L. J. Arnold has been named trainmaster (Melville).
F. A. Baker has been named comptroller.
W. D. Connon has been named trainmaster.
F. J. Farish has been named area engineer.
F. Fisher has been named assistant area sales manager.
E. W. Graham has been named trainmaster (Brandon).
K. Hirst has been named branch manager, freight-passenger sales (Yorkton).
J. E. Loadman has been named office supervisor.
H. J. McCallum has been named area sales manager.
H. G. Price has been named branch manager, freight-passenger sales (Brandon).
W. C. Richardson has been named assistant area engineer.
J. Summers has been named employee relations officer.
J. Sutherland has been named superintendent of equipment.
E. J. Sward has been named trainmaster.
W. G. Threlfell has been named trainmaster (Melville).
S. J. Wise has been named superintendent of transportation.

Hudson Bay Area
E. S. Barker has been named area manager at Dauphin.
E. L. Boggs has been named trainmaster (The Pas).
J. L. Bremner has been named assistant area engineer.
F. V. Dumouchel has been named trainmaster.
J. D. Hart has been named trainmaster.
W. F. Humphries has been named branch manager, sales, (The Pas).
H. J. McKee has been named trainmaster (The Pas).
S. A. Payne has been named superintendent of equipment.
J. J. Pomor has been named area engineer.
D. J. Sebastian has been named area sales manager.
J. F. L. Smith has been named assistant area sales manager.
M. G. Thomson has been named employee relations supervisor.
L. C. Wilson has been named comptroller.
L. W. Winters has been named superintendent of transportation.

Saskatchewan Area
Alfred Skinner has been named area manager.
H. M. Allan has been named area freight sales manager.
A. F. Berry has been named superintendent of transportation.
W. G. Bryant has been named operations manager.
A. E. Clarke has been named comptroller.
J. C. Crombie has been named trainmaster (Regina).
M. A. Dempsey has been named trainmaster (Prince Albert).
H. P. Dunbar has been named trainmaster.
R. H. Fleury has been named assistant superintendent of equipment.
J. W. Florence has been named office supervisor.
A. G. Holliday has been named trainmaster.
F. R. Lalonde has been named trainmaster (Prince Albert).
W. B. McIntyre has been named assistant area engineer (Regina).
A. H. Morgan has been named area passenger sales manager.
J. A. Naylor has been named area engineer.
J. O. Pitts, named industrial agent.
R. L. Robertson has been named assistant area engineer.
J. L. Smith has been named superintendent of equipment.
S. V. Vance has been named employee relations supervisor.

MOUNTAIN REGION

W. G. Curran has been named superintendent of investigation.
E. S. English has been named regional engineer.
G. R. Fazackerley has been named freight sales manager.
T. F. Holmes has been named coordinator of work studies.
Michael Losinski has been named general superintendent of transportation.
E. B. MacDonald has been named regional counsel.
J. A. Maunder has been named industrial commissioner.
W. E. McCall has been named passenger sales manager.
R. R. Risk has been named general superintendent of equipment.
S. D. Thomas has been named regional comptroller.
J. J. Thornton has been named public relations manager.

British Columbia Area
J. J. Behan has been named area manager.
H. G. Wortman has been named assistant manager at Prince George.

women's section

Gliding on round of duties

Hamper in its niche

Window seat secrets aids

Movable cleaning closets

The tiniest apartment, glisteningly clean, is more fun to come home to than a dusty mansion. The catch to this truism is the problem of where to store cleaning aids when space is limited and major remodelling isn't for now. A happy solution to the problem is a portable cleaning closet. Following are two ingeniously handsome ones designed by the O-Cedar Home Service Institute which can go from room to room or from house to house.

The first is secreted in a decorative and romantically curtained window seat of lattice. It is a trundle bed tray-on-wheels which can hold all the necessaries for keeping a pretty room pretty. The window can be real or illusioned, fretted with wood lath, stained walnut. Cleaning aids can be trundled from their window-seat hideaway and even from room to room because the tray they are racked on has wheels and a plaited satin pullcord.

The second creative holdall is an airy wicker hamper which holds flower-hued mops and brooms at a jaunty readiness. It can be the permanent resident of a guest closet or foyer niche made of basketry and teak. Mailing tubes hold long-handled aids perkily upright, and a shoebag cut in thirds, taped to the basket's rim, keeps bottles of polish and wax reachable. The oval hamper, or it can be round or rectangular, slides in and out of sight on ball-shaped casters of gleaming brass, tags along on daily chores, and can even make that annual trek to the beach house or country cottage. ■

Photos courtesy O'Cedar

recipes

St. Valentine's Day special

Here's a St. Valentine's Day dinner which has been designed especially for you. Most of the foods suggested are in St. Valentine's Day colors — red and white — and some pink is used, too.

Have a nosegay of shiny red apples in the centre of the table. For the nosegay fold medium size doilies in cone shape, put an apple into each cone and arrange several in a low, round doily-lined dish or cake pan.

Menu
Tomato juice
Glazed ham
Baked potatoes
Parsnip pie
Cherry-pear heart salad
Valentine apple pie

Parsnip pie: Pare, boil and mash parsnips. Season with butter, salt and pepper and whip until light and fluffy. Pile the parsnips in a greased pie plate and sprinkle with either buttered crumbs or small pieces of raw bacon. Place in a hot oven (400°F.) until parsnips are heated through and crumbs are brown or bacon is nicely crisped.

Cherry-pear heart salad

For each individual salad, place a drained canned pear half cut side down over a mound of cottage cheese (or a ball of cream cheese) on lettuce or other green. Arrange drained, canned red cherries around the edges of the pear emphasizing the heart-shape.

Serve with honey French dressing made by shaking the following ingredients together in a jar: ¼ cup each salad oil, lemon juice and honey, plus ¼ teaspoon each of salt and paprika.

Valentine apple pie

Plain pastry for 9-inch, 2-crust pie.
4 cups peeled, cored, sliced apples;
½ cup sugar;
2 to 3 tablespoons heart-shaped red cinnamon candies.

Line pie plate with pastry. Mix sugar and candies with apples and pour into pie crust. Cover with a lattice top made from interlaced strips of pastry and bake in a hot oven (425°F.) for 50 to 60 minutes.

A bracing cold-weather dish

NEA photo

Beef stew and dumplings

When the north winds blow, as they do so readily this month, it is time for a sturdy cold-weather main dish, and what could be more opportune than a beef stew with fluffy corn meal dumplings flavored with caraway seeds — all perfectly seasoned with vegetables.

Beef stew

2 pounds beef stew meat, cut in 1½-inch cubes;
2 tablespoons shortening;
2 teaspoons salt;
¼ teaspoon pepper;
1 clove garlic, minced;
1 cup coarsely chopped onion;
1 bouillon cube;
3 cups water;
10 medium carrots, cut in half;
1 10½-ounce package frozen peas.

Dumplings

1 package easy corn bread mix
1 tablespoon caraway seed;
1 egg, unbeaten;
⅓ cup milk.

For stew, brown beef in shortening in large kettle or Dutch oven. Pour off drippings. Add salt, pepper, garlic, onion, bouillon cube and water. Cover and simmer 1-¾ hours. Add carrots; cover and simmer 10 minutes longer. While carrots are cooking, prepare dumplings. Put caraway seed, egg and milk into bag of mix. Squeeze upper part of bag to force air out. Close top of bag by holding tightly between thumb and index finger. With bag resting on table, mix by working bag vigorously with fingers. (Mix about 40 seconds or until egg is completely blended.) Add peas to stew. For each dumpling, squeeze bag to empty ⅛ of batter (about 3 tablespoons) onto boiling stew. Repeat squeezing bag to form 8 dumplings. Cover tightly and simmer 18 minutes. Do not remove cover during cooking. Serve immediately. Makes 8 servings.

Lenten fare is delectable

Lent begins this month. Therefore this is the time to find delicious meatless dishes that will provide eating pleasure and nourishment for all members of the family. We think the two we have chosen will do just that.

The "fruit of the sea and the tree make a fine flavor duo, and our first recipe, "fillets apricot amandine" is an enticing example. Tender flaky fish fillets are baked with a crunchy topping of almonds and piquant lemon rind, served piping hot to an appreciative audience with colorful spiced apricots.

Fillets apricot amandine

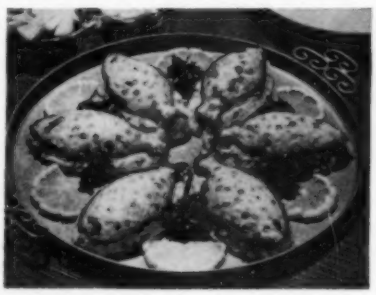
1 pound fish fillets;
¼ cup blanched almonds, coarsely chopped;
3 tablespoons soft butter;
Grated rind of lemon;
½ teaspoon paprika;
¼ teaspoon salt;
⅛ teaspoon pepper;
Spiced apricots.*

If fish is frozen, let thaw on refrigerator shelf. Separate fillets; arrange skin side down in a shallow, greased baking dish. Combine almonds, soft butter, lemon rind, paprika, salt and pepper; spread on top of fish. Bake in hot oven pre-

heated to 425°F., about 8 to 10 minutes, or until fish will flake easily when tested with a fork. Serve immediately with cold spiced apricots. Makes 3 to 4 servings.

*Spiced apricots.

Drain syrup from 20-ounce can of whole, unpeeled apricots into a saucepan. Add ½ cup brown sugar, ⅓ cup vinegar, 2 short sticks cinnamon, 1 teaspoon whole cloves, 1 teaspoon whole all-spice. Boil 5 minutes. Add apricots, simmer 5 minutes. Chill apricots in syrup. Serve with fish as above. (Canned apricot halves may be used.)



Creamy salmon moulds

The vivid tones of salmon, green peas and pimento are set off by the delectable blend of milk, eggs and seasonings in which they are moulded — a delectable dinner dish with new dimensions. These individual moulds are baked in the oven like a custard and served piping hot. The smooth textured blend, with its distinctive salmon flavor, can also be chilled — a novel offering for a bridge luncheon.

¼ cup butter or margarine;
2 tablespoons cornstarch;
1 teaspoon salt;
Dash cayenne pepper;
½ teaspoon dry mustard;
2 egg yolks, lightly beaten;
1 cup salmon, drained and flaked;
1 cup peas, canned or fresh, cooked;
1 cup heavy cream;
2 canned pimentos, if desired;
1 cup milk.

Melt butter in saucepan. Stir in cornstarch. Add salt, cayenne, mustard. Blend in milk and cook over low heat, stirring constantly, until well mixed and thickened. Remove from heat and stir gradually into beaten egg yolks. Stir in flaked salmon, peas, cream, blending well. Pour salmon mixture into greased individual fish moulds or custard cups, or into a large greased mould. Set moulds in a pan of hot water. Bake at 375°F. (moderate oven) 40 to 60 minutes, depending on size of moulds, or until a toothpick inserted in center comes out clean. Loosen around edges with a sharp knife and unmould immediately. If desired garnish with strips of pimento to form shape of fish. Serve immediately while hot. Makes 6 to 8 servings.

Fisheries Association of B.C. photos.

Pancakes

Shrove Tuesday the last day before Lent, or Pancake Day as it has become known in many countries, is the day that pancakes have been served since early in the Christian era. And, so that you may make a good big batch of them for one of the meals on Shrove Tuesday, the following recipe is offered to you. It yields about 4 cups of batter, sufficient to make 16 four-inch pancakes.

Pancakes

2 cups sifted all-purpose flour;
2 teaspoons sugar (optional);
1 tablespoon baking powder;
1 teaspoon salt;
2 cups milk;
2 eggs, beaten;
1 tablespoon shortening, melted.

Mix and sift flour, sugar, baking powder and salt. Add milk to well-beaten eggs and stir quickly into dry ingredients, mixing just enough to blend. (Don't worry about little lumps, they will disappear as the pancakes cook). Add melted shortening.

Pour onto lightly greased, hot griddle or heavy frying pan. Cook until edges of pancakes are a light brown and the tiny bubbles which have formed on top have begun to break; then turn and cook other side until golden brown. Serve "hot off the griddle", if possible, but if not spread pancakes on cookie sheets and keep in a warm (not hot) oven until serving time.

For pancakes with a different flavor and texture add one of the following to the batter (use 1 cup or less for 4 cups of batter):

grated or chopped raw apple;
chopped nuts;
crisp bacon bits;
chopped chicken or ham;
chopped, drained canned fruit;
grated Cheddar cheese.

Canada Department of Agriculture. ■

needle fun

What better way to wile away some bleak February day than to busy oneself on some special gift. We hope you may derive much pleasure in working on the two patterns chosen this month: a delightful pullover for a gay teenager, and bright-colored place mats, which are exceedingly easy to make, for a shut-in friend.

If you would like directions for making these patterns, write to the Women's Editor, Keeping Track, 384 St. James St. W., Montreal 1, Quebec. The patterns are yours for the asking, but please be sure to enclose a stamped, self-addressed envelope. ■

New pensioners

Adams, S. T.
Kamloops

Agnas, N.
Sifton

Allan, C.
Toronto

Alley, J. W.
Humbermouth

Anderson, G.
Montreal

Anstett, A.
Jasper

Antolick, A.
Toronto

Arezza, M.
Toronto

Asselin, E.
Montreal

Audtin, W. J.
Port Hope

Babcock, O.
Belleville

Bahniuk, T.
Edmonton

Balogh, A.
Montreal

Baran, B.
Toronto

Bartlett, H. E.
St. John's

Bastine, H.
Montreal

Bateman, J. H.
Belleville

Beauchamp, J. E. G.
Montreal

Beaulieu, C. E.
Rivière du Loup

Bedard, J. B.
Laurentian Div.

Begin, D.
Limoilou

Bellerose, L. E.
Richmond

Bennett, G. C.
Transcona

Bilinsky, Z.
Brandon

Boal, J.
Fort Rouge

Bodnar, S.
Roosevelt

Boisjoly, G. J. C.
Quebec

Bordeleau, J. A.
Montreal

Brake, C. E.
Humbermouth

Brazier, W.
Toronto

Brine, G. R.
Catalina

Brockowski, A.
Smithers

Brown, E. M.
Dauphin

Brown, G. R.
London

Brown, R.
Belleville

Bustard, Miss I. V.
Winnipeg

Butt, J. C.
Bishop's Falls

Button, B. L.
Ottawa

Camilleri, P.
Ottawa

Campbell, N. J. R.
New Glasgow

Campbell, R. I.
Montreal

Campbell, V. A.
Edmonton

Cannon, J. W.
London

Cantafio, F. G. B.
Transcona

Carew, A. C.
Montreal

Carnegie, W.
Edmonton

Carr, R.
Hanna

Carrier, J. L.
Levis

Carter, B. P.
Toronto

Carter, P. T.
Stratford Div.

Carter, W. J.
Port aux Basques

Caughill, N. A.
St. Catharines

Chapman, D.
Fort Rouge

Charlebois, J. A.
River Beaudette

Clapham, Mrs. A. R.
Montreal

Clark, E. J.
Port Arthur

Clarke, W. D. C.
Jasper

Coady, M. J.
Athabasca

Coates, R. H.
Petitcodiac

Coleman, S. J.
Winnipeg

Connolly, R. D.
South River

Coulter, W. W.
Transcona

Cross, W. F. S.
Winnipeg

Cruger, B.
Nutana

Cutting, R. C.
Palmerston

Czelak, D.
Regina

Dayrell, R.
Toronto

DeBeer, H. R.
Buffalo

De Cruyenaere, L. J.
Transcona

Deigham, G. R.
Borden

Desalliers, J. O. H.
Montreal

Diachuk, J.
Hanna

Disalvo, G.
Grimsby

Dodds, J.
Montreal

Douglas, H. B.
Charlottetown

Drexler, J.
Kakabeka Falls

Drumm, J. E.
Montreal

Dudka, E. I.
Montreal

Dunn, C. E.
Saskatoon

Durrant, H.
Port Arthur

Eickmeyer, E. E.
Stratford

Elaschuk, T.
Otthon

Ellis, B. D.
St. Thomas

Erickson, E. W.
Sudbury

Esler, W.
London

Evans, S. F.
Montreal

Eyre, R. F.
Toronto

Farrell, F. M. A.
Blackwater

Fedenchuk, Z.
London

Fergusson, R. J.
Belleville

Ferrari, G. E.
Hornepayne Div.

Finberg, I. E.
Conmee

Finnerty, T. J.
Montreal

Fisette, J. C. A.
Montreal

Fjell, P.
Prince Albert

Foley, J.
Mimico

Foley, R. J.
St. John's

Forest, J. G. A.
Montreal

Foster, F.
Fort Erie

Foster, G. E.
Detlor

Fournier, G. A. R.
Montreal

Frisby, R. O.
Vancouver

Gauthier, Miss C.
Ottawa

Germaniuk, W.
Edson

Gibson, C. H.
Stratford

Gibson, G. F.
Edmundston

Giles, C.
Detroit

Giles, L. E.
Melville

Gillen, M. E.
Detroit

Golembiowski, W.
Fort Rouge

Gomm, T. H.
Transcona

Goyette, N. J.
Montreal

Graham, W. F.
Saskatoon

Gray, R. B.
Transcona

Griffin, T. W.
London

Grodecki, M.
Oakburn

Gunn, J. R.
Hudson Bay Div.

Hahn, A. P.
Toronto

Hall, Mrs. M. E.
Toronto

Hamilton, A. C.
Carlyle

Hamilton, V. H.
Rainy River

Hamilton, W. C.
Toronto

Hancock, A. E. R.
Toronto

Harper, W.
London

Hawken, E. B.
Montreal

Hayden, F. B.
Montreal

Heaven, I. G.
Montreal

Hedberg, E. D.
Portage-Brandon Div.

Heels, C. H.
Lindsay

Higham, R. N.
Stratford

Hill, M. E.
The Pas

Hood, J. T.
Moncton

Hughes, A. C.
Brantford

Humble, W.
Canpa

Hurkot, M.
Newton

Hurley, W. J.
Halifax

Hurman, N.
N. Saskatoon

Ingle, O. C.
Petersburg

Iommi, E.
Niagara Falls

Irving, J. H.
Brockville

Jackson, R. A.
Delisle

Jacobs, D. R.
Stratford

Johnson, R. M.
Hamilton

Johnston, F. C.
Halifax

Jones, E. G.
Montreal

Jones, J. E.
Blue River

Keith, H. J.
Moncton

Kerr, J.
Dauphin

Kilik, D.
Toronto

Kirwan, M. B.
Kamloops

Koropchuk, D.
Port Mann

Lachapelle, A. C.
Brookville

Lacroix, J. D. L.
Quebec

Laflamme, J. D. D.
Montreal

Lamothe, J. J. B. A.
Cochrane

Langille, J. J.
Regina

Lantagne, J. L. E.
Joannes

Leclerc, A.
Montreal

Leger, J. D.
Moncton

Leriche, G. W.
Port aux Basques

Levesque, E.
Ottawa

Lirette, J. M.
Moncton

Little, L.
Toronto

Livingstone, A. E.
Toronto

Love, C. E.
Nutana

Lowe, P. N.
Montreal

Lyford, S. A.
Transcona

Lypka, M.
Balcarres

MacDonald, A. C.
Charlottetown

MacDonald, R. D.
Edmonton

MacIsaac, J. A.
Iverness

MacKay, C. J.
Lindsay

Maday, F.
Fort Rouge

Madeo, B.
Port Arthur

Magnifico, G.
Fort Rouge

Malmgren, O.
Rainy River

Marchand, J. A.
Laurentian Div.

Martel, E. J.
Capreol Div.

Martin, G. G.
London

Martin, J. F.
Moncton

Martin, T. H.
Montreal

McCreight, T. L.
Palmerston

McCuaig, J. G.
Port Mann

McDonald, Miss M.
Moncton

McIntosh, D. G.
Winnipeg

McIntosh, K. G.
Montreal

McIver, M. R.
Montreal

McKinnon, L. J.
Cochrane Div.

McLay, M.
Stratford

McLeod, A.
Regina

Medwyduk, J.
North Elie

Melazzi, F.
Capreol Div.

Michenko, R.
Capreol Div.

Mileni, G.
Fort Erie

Miller, A.
Sarnia

Milliere, W. L.
Mount Forest

Montizambert, A. R.
Vancouver

Morneau, J. L.
Montmagny

Morrow, Mrs. V. I
Kamloops

Mugford, E. S.
Montreal

Munro, A. A.
Calder

Murray, J. W.
Dundas

Musseau, J. N.
Port aux Basques

Muzyka, M.
Glenella

Nedocks, H.
Winnipeg

Nevin, H. J. R.
Montreal

Newton, H.
Nokomis

Nightingale, S.
Fort Rouge

Nurse, A. D.
Montreal

Nykoliuk, B.
Portage-Brandon

Oliver, P. J. L.
Montreal

O'Reilly, J. M.
Bishop's Falls

Oraszuk, M.
Fort Langley

Oshmera, J. F.
Cochrane

Pare, J. A. P.
Murray Bay

Parkin, T. O.
Port Credit

Parsons, J. J.
Corner Brook

Patry, J. J. E.
Lac Remi

Pauli, W. F.
Stratford

Pell, J.
Sarnia

Peltier, L. A.
Edmonton

Perkins, W. E.
Montreal

Perrigard, S.
Montreal

Petrachuk, J.
Fitzroy

Plamondon, J. L.
C.P.R. Diamond

Pollon, F. F.
Clanwilliam

Potts, J.
Hamilton

Prue, W. L.
Sarnia

Purchase, A.
Bishop's Falls

Quantz, G. A.
Toronto

Quigley, J. P.
Melville

Randall, L. F. E.
Sarnia

Rantakangas, J.
Orillia

Rawson, M. E.
Montreal

Reid, W. F.
Montreal

Reynolds, H. J.
Lindsay

Riendeau, A. O.
Montreal

Riendeau, R.
Montreal

Rintoul, S. W.
Vancouver

Rogalski, H.
Watrous

Ronayne, A. J.
St. John's

Rose, S. A.
Nor. Ont. Dist.

Ross, C. M.
Biggar

Roth, M. N.
Canfield Jct.

Sabinston, A.
Transcona

St. Amant, J. T. L.
Lac Darey

Ste. Croix, S.
Port aux Basques

Scott, H. H.
Halifax

Segal, J.
Fort Rouge

Serio, P.
Transcona

Short, R. J.
Winnipeg

Skrypkar, M.
Montreal

Simard, E.
Montreal

Sinclair, J. A.
Transcona

Smith, F. L.
St. Thomas

Smith, M. G. A.
Montreal

Smith, R. B.
Toronto

Snelgrove, H. B.
Thamesville

Sokmas, S. I.
Toronto

Sorette, W. E.
Halifax

Sorley, J.
Port Robinson

Spencer, C. E.
Coal Branch

Srajczuk, M.
N. Battleford

Stanchuk, H.
Ottawa

Stephenson, W. H.
Granby

Stone, J. E.
Brookfield

Storr, L.
Niagara Falls

Swinton, A. N.
Toronto

Szufnarowicz, S.
Jasper

Tanner, L. J.
Winnipeg

Taylor, W. C.
Fort Rouge

Theriault, L. E.
St. Jerome Div.

Thibodeau, M.
Campbellton Div.

Thompson, J. E.
Moncton

Thompson, W. J.
Quebec

Tombolini, V.
Washago

Toth, B.
Port Colborne

Tremble, F.
Moncton

Trinder, J. A.
Winnipeg

Turcotte, S. G.
Montreal

Turzanski, J.
Badger

Urbani, U.
Toronto

Vallely, J. M.
Toronto

Van Winckle, P. C.
Toronto

Vasiloff, S.
Hornepayne

Vetter, A. F.
Kitchener

Viens, J. U.
Sherbrooke

Wakeford, R. G.
Peterboro

Wall, J. P.
Vanderhoof

Watters, T. N.
Vancouver

West, H. E.
Sarnia

Weymouth, E.
Toronto

Wilson, C.
Montreal

Wilson, L. S.
Winnipeg

Wilson, R. S.
Port Arthur

Wilson, W.
Stratford

Wiseman, R.
Montreal

Wishnoski, M.
Saskatoon

Woodworth, F. F.
Liverpool

Yetman, H. J.
St. John's

Young, C.
Swan River

Young, E. H.
Wiseton

Employees Granted Annuities Under the U.S. Railroad Retirement Act

Barnes, J. T.
Island Pond

Bazinet, R. D.
Mechanic Falls

Blouin, A. R.
Montpelier

Bodnar, S.
Roosevelt

Bunker, L. E.
Island Pond

Campbell, J. O.
Montpelier

Fife, D. L.
Richford

Hart, H. A.
Philadelphia

Herrick, E. F.
Mechanic Falls

Holden, R. G.
New York

Hutchins, W. C.
New London

Jackson, G. A.
St. Albans

Kelsen, A. P.
Portland

Lapan, J. J.
St. Albans

Mullen, J. A.
St. Albans

Paquette, A. R.
Swanton

Pelkey, H.
Rouses Point

Pettes, S. A.
Rouses Point

Pfeifer, F. J.
Ranier

Nadri, J.
Nopeming

Ross, R. A.
Portland

Ruschmann, J.
Palmer

St. Ours, W.
Toronto

Young, J. N.
Island Pond

Employees Retired Under the Provident Fund Act

Beazley, J. H.
Halifax

Bourgeois, J. E.
Moncton

Cameron, J.
Campbellton

Campbell, V.
Alberton

Carter, H. S.
Stellarton

Chamard, J. E.
St. Jean Port Joli

Connors, J. W.
Moncton

Cote, J. A.
Levis

Despres, J. L. L.
Levis

Dupuis, J. H.
Moncton

Fenety, G. O. P.
South Devon

Firlotte, S. W.
Montreal

Gauvin, J. A. E.
Moncton

Giles, C.
Stellarton

Gillespie, Mary Rose
Moncton

Godbout, J. O.
Senneterre

Grandmaison, J.P.A.
Rivière du Loup

Guerin, J. L. A. A.
Levis

Hatter, G. A.
Halifax

Lamontagne, A. A.
St. Leonard

LeBlanc, J. H.
Moncton

Maillet, L.
Moncton

Marchand, J. L. E.
Quebec

McKay, L. W.
Borden

Mombourquette, J.
Halifax

Morency, J. H. A.
Joffre

Morin, P. A.
Limoilou

Murphy, S. S.
Halifax

Myra, R. D.
Halifax

Palmer, R. J.
Saint John

Redmond, J. L.
Moncton

Saulnier, J. H. A.
Moncton

Snarr, A. W.
Moncton

Steeves, E. R.
Moncton

Vigneault, J. A.
Levis

You may not be a ballerina but you still need your toes, so take good care and wear your safety boots